TOUR OF THE CONTINENT

COLORADO CALIFORNIA & YELLOWSTONE NATIONAL PARK

SPECIAL TRAIN . . . . .
PERSONALLY CONDUCTED

VIA NEW YORK CENTRAL & HUDSON RIVER R.R. AND CONNECTING LINES ∴ ∴ ∴

R9085 American Bank Note Co., N. Y.

Number 15 of the "Four-Track Series"

gives a large amount of information regarding the Pan-American Exposition, with a map of the country within 500 miles of Buffalo, which territory contains more than one-half of the entire population of the United States and more than three-fourths of the entire population of Canada. No. 15 also contains a fine map, printed in colors, of the City of Buffalo. It gives twenty-two illustrations of the buildings and grounds of the Pan-American Exposition with a lot of information in regard to Buffalo and Niagara Falls, which latter is only forty minutes from the Exposition grounds and connected therewith by forty trains a day over the New York Central.

Of course every person who **can** will see the Pan-American Exposition, and the way to reach it is by the

NEW YORK CENTRAL LINES.

A copy of No. 15 of the "Four-Track Series" will be sent free to any address on receipt of a postage stamp, by George H. Daniels, General Passenger Agent, New York Central & Hudson River R.R., Grand Central Station, New York.

Three Popular Summer Tours to the Pacific Coast

VISITING

Colorado Springs
Pike's Peak
Manitou
Garden of the Gods
Royal Gorge
Salt Lake City
San Francisco
Los Angeles
Santa Barbara
Santa Catalina Islands
Monterey
Del Monte
San Jose
Mount Shasta
Portland
Columbia River
Tacoma
Seattle
Spokane Falls
St. Paul
Minneapolis
Chicago
Niagara Falls
Pan-American Exposition

Time, 38 DAYS

12,000 MILES

Cost

See Page 33

CALIFORNIA 1901

Fifth International Convention

Epworth League

Official Train Pullman Palace Sleeping Cars leaving New York, July 8th.

New York and Connecticut Party

Comprising

New York, New York East and Troy Conferences of the Second General Conference District

Personally Conducted by

Rev. E. L. THORPE, D.D., Chairman,
Rev. J. A. HANSEY,
Committee.

Conference Representative:

Rev. GEO. ADAMS.

INTRODUCTORY.

THE EPWORTH LEAGUE CONVENTION,

AT SAN FRANCISCO,

Affords an unusual opportunity for visiting the Pacific Coast, at almost half the usual cost of such a trip. The tours herein described are arranged and will be conducted on a similar plan to those in 1897 and 1899, on the occasion of the Christian Endeavor and National Educational Association Conventions.

We will travel in our own Special Train by the most scenic routes, with stop-overs at the most interesting cities and mountain resorts, affording a trip full of comfort and delight. We feel warranted in saying that the proposed tour will be one that can hardly be equalled in extent or variety. The trip will cover a period of thirty-eight days, and these pages can merely give a hint at the marvels to be seen.

Some Special Features.

As the SPECIAL TRAIN will be the home of the members of the excursion the greater part of a month, it is of no small consequence to know that it will be a SOLID VESTIBULED TRAIN OF PULLMAN PALACE SLEEPING CARS of modern design. A competent sleeping car conductor and porter, who will remain with the Special Train throughout the entire trip, will be assigned to each car. The train will be retained at San Francisco and Los Angeles for the return trip, via Portland and the Yellowstone National Park.

The number of the party will be limited, so as to avoid all overcrowding. The party will be PERSONALLY CONDUCTED in the entire tour and will be in charge of reliable and experienced EPWORTH LEAGUE OFFICIALS and competent railroad men. The quality of the party is guaranteed by the fact that only those will be taken who are known to the committee or who furnish satisfactory references. ESPECIAL CARE will be given to ladies or young people traveling alone. Carefully selected assistants are appointed in the different Conferences and States to work up the

excursion interests and to represent the Committee at the Annual Conferences and at the various Epworth League meetings.

THE TOURS are so planned as to avoid all Sunday traveling and to pass through the most picturesque scenery during the daytime, thus affording most advantageous views.

A PERSONALLY CONDUCTED TOUR. On such occasions the travel is heavy, and it is preferable, therefore, to travel on a Special Train in charge of a competent conductor, who superintends all the business arrangements and devotes his attention to the comfort and welfare of the passenger, thus securing for him the fullest enjoyment of the journey. Everything has been contracted for in advance; no chances are taken anywhere. A book of coupons will be issued covering all expenses, meals, side trips, etc.

THE COST OF TOURS is very low. In comparing (and they will stand an honest comparison) them with other Tours, it will be well to bear in mind, some of the special features mentioned above.

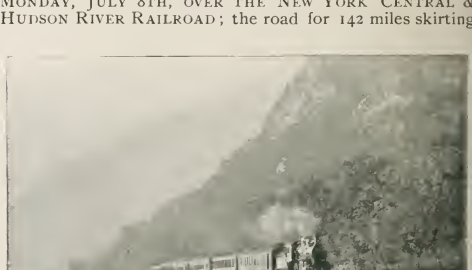
Yours Respectfully,

E. L. THORPE,

Manager.

ITINERARY.

THE SPECIAL TRAIN will leave NEW YORK from GRAND CENTRAL STATION, 42d Street and Fourth Avenue, MONDAY, JULY 8TH, OVER THE NEW YORK CENTRAL & HUDSON RIVER RAILROAD; the road for 142 miles skirting



TRAIN PASSING HIGHLANDS ON THE NEW YORK CENTRAL.

the banks of the peerless Hudson, with her wonderful Palisades, through the beautiful valleys of the Mohawk and Genesee, with their rich orchards and fruitful vineyards, and making brief stops at the cities of Poughkeepsie, Hudson, Albany, Utica, Syracuse, Rochester and Buffalo to take on members, with fifty minutes at Syracuse for dinner, passing the great Niagara Falls Cataract in the still hours of the night, where stop-over will be made on the return trip, crossing the Niagara River on the famous Cantilever Bridge into Canada, where the tracks of the MICHIGAN CENTRAL take up the Special and bear it away through the night across Canada to Detroit, over a level track as straight as the crow flies, ARRIVING AT DETROIT WEDNESDAY MORNING, first crossing the beautiful Detroit River, the train being quickly ferried over on a powerful steel transfer steamer, giving time for those who will rise early, to ascend the hurricane deck and enjoy the exhilirating view of the city and surroundings.

After breakfast we will leave the "City of Straits," the route lying across the loveliest and richest portion of the lower peninsular of Michigan, through the cities of Ypsilanti, Ann Arbor, Jackson, Battle Creek, Kalamazoo and Niles, taking lunch at the last-named place, and in the afternoon entering Chicago along the lake front, through the finest residence portion of the south side. But brief stop can be made at Chicago this time, as expectations are far beyond.

LEAVE CHICAGO for a safe and comfortable journey through the night over the CHICAGO AND NORTHWESTERN

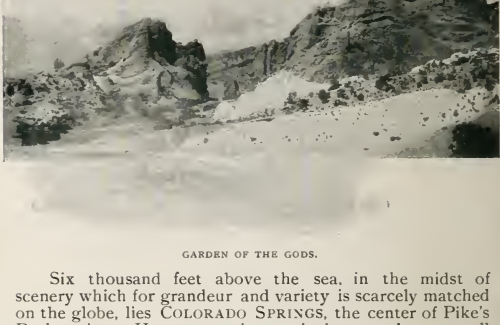
PULLMAN PALACE SLEEPING CAR ON THE NEW YORK CENTRAL.

RAILWAY, crossing the Mississippi River about 10.00 P.M., and arriving at Council Bluffs following morning. The Special Train is transferred to the tracks of the UNION PACIFIC SYSTEM, crossing the Missouri River on a magnificent steel bridge to Omaha.

LEAVE OMAHA the route lies along the Platte River through the thickly settled and fertile Platte Valley crossing mile after mile of flat country, which is in striking contrast to the lofty mountains to follow; arriving at Denver early the following morning, where the first glimpse of the Rockies is to be had and where the morning will be spent; headquarters, American Hotel. Continuing due south from here over the DENVER & RIO GRANDE R.R., and ARRIVING MANITOU EARLY IN THE AFTERNOON, July 11th, where the day and night will be spent.

Manitou and Garden of the Gods.

Merely to catalogue the scenic and other attractions in the immediate vicinity of Manitou would require more space than is now at command. Within a radius of five miles are such world-famed scenic features as THE GARDEN OF THE GODS, with its stupendous gateway, formed by two red sandstone monoliths, each 330 feet in height, conducting to a rocky strewn region, as wonderful as it is impossible of description.



GARDEN OF THE GODS.

Six thousand feet above the sea, in the midst of scenery which for grandeur and variety is scarcely matched on the globe, lies COLORADO SPRINGS, the center of Pike's Peak region. Here nature is seen in her grandest, as well as some of her most fantastic moods.

THE CHEYENNE CAÑONS, great cliffs in the granite mountains, where the rock walls rise perpendicularly a thousand feet, GLEN EYRE and MOUNTAIN PEAK, each filled with rock marvels of every size, shape and color, and above all, the famous PIKE'S PEAK, lifting its snow-capped crown 14,900 feet above the sea level.

While sojourning here, headquarters will be at the Grand View House, first class in every particular.

Drive Through the Garden of the Gods.

Arrangements have been made for a carriage drive in the afternoon. The trip to start from the Grand View House after breakfast, going over the Mesa Road to Glen Eyre, through the Garden of the Gods, visiting the famous Springs, Ruxton Cañon, and the Cog Wheel Station; accomplished in about three hours; the cost of same is included in ticket.

Pike's Peak by Special Train.

Immediately after breakfast on Friday we will ascend Pike's Peak by Special Train chartered for our exclusive use,

leaving Manitou from Cog Wheel Station. As the ascent is made, many opportunities are given for an exquisite view of the world below, while the view from the summit is superb, embracing many thousand square miles of mountain and plain.

The train will be side-tracked at Manitou at a convenient location, and members will have the option of utilizing their berths for the night, which they can do with com-

"ROYAL GORGE."

fort, as the nights in Colorado are invariably cool; but, if desired, rooms will be engaged at the Grand View House for an additional cost of 75 cents, two in a room, bearing in mind that departure will be made Friday noon. MR. ERWIN TEARS, WESTERN PASSENGER AGENT of the New York Central Lines, located at Denver, and through whom the Colorado arrangements were perfected, will meet the Special on arrival at Manitou, render every assistance, and see that all arrangements are properly carried out.

LEAVING MANITOU FRIDAY AT 12 NOON, and arriving at Salida for supper. From here the route takes a northwestern course over the Denver & Rio Grande R.R., aptly called the "Scenic Line of the World." Just beyond Cañon City the Special enters

The Grand Cañon of the Arkansas.

The grandest and most impressive scenery is in the portion of the Cañon known as the ROYAL GORGE, some ten miles in length. The train winds along the course of a narrow stream, which brawlingly disputes the right of way with the iron steed, while on each side mountains of rock run up almost perpendicularly nearly half a mile in height and terminating in dizzy pinnacles. The train makes stops at intervals through the Gorge, so that the sublimity and grandeur of the scenery may be fully enjoyed.

CASTLE GATE.

Leaving the Gorge the train traverses the narrow valley of the upper Arkansas and then is headed for TENNESSEE PASS, crossing the Continental Divide at an altitude of 10,418 feet. On the right and far below, may be seen the swift running waters of the Eagle River, while on the left numerous snow-clad peaks lift their heads above the clouds, among which may be seen the far-famed

Mount of the Holy Cross,

Standing out in bold relief against the sky, bearing upon its bosom the sacred symbol of Christianity.

Then entering the EAGLE RIVER CAÑON. Cliffs of vari-colored rocks, with lofty pinnacles seeming to reach the sky, pierced on every side with mining shafts, and with the miners' buildings hanging from every cliff.

Cañon of the Grand River.

Here is a field of study for the student of geology. The earthquake and volcano have left evidence of their power; strata on strata rise to a stupenduous height, beside which the Pyramids of the Nile would appear as ant-hills.

It is a veritable kaleidoscopic panorama in its ever changing forms and colors, "the wonder of the one who sees, and the despair of the one who wishes to tell others what he saw." After a ride of most thrilling interest, we emerge from the last tunnel of the cañon of the Grand River, and before us lies

Glenwood Springs

in the center of a large park, 5200 feet above the sea level. The scenery in the vicinity of Glenwood Springs is wonderfully varied and in every aspect extremely picturesque.

CAÑON OF THE GRAND RIVER.

Near at hand is the famous swimming pool, covering over an acre, formed by the warm springs that burst from the mountain sides.

When crossing the Green River, if on the south side of the car, you may see between the mountains the broken wall of the Grand Cañon of the Colorado, the most fearful

chasm in the world. Beyond the Green River begins the ascent of the Wasatch Mountains. At the entrance of the Castle Cañon stands two towering sand stone shafts, which rise to a height of 500 feet, just wide enough to allow the train to pass; the cañon which follows, is another of sublime beauty.

GLENWOOD SPRINGS.

Soldier Summit is reached at an elevation of 7465 feet. Then come in quick succession the Red Narrows, Spanish Fork Cañons; emerging from the latter, we enter the beautiful Utah Valley, in the center of which lies the picturesque Utah Lake; and Salt Lake City, which has been looked forward to with eager expectation, is so soon visible, arriving Saturday evening.

THE TEMPLE.

Salt Lake City.

At Salt Lake City and vicinity the party will find much to interest them. The splendid Temple, the Tabernacle, with a seating capacity of 12,000, the Government Post on the overlooking hill, the grave of Brigham Young, and, above all, the city itself, with its 132 feet wide streets, shaded with swaying trees, and flanked by flowing waters brought thither from its far-off sources in the hills.

SALTAIR-GREAT SALT LAKE.

Nearly two days will be spent in this city, with headquarters at the Beardsley Hotel, where arrangements have been made for all meals, which is very essential, as thousands of Epworth Leaguers will be in Salt Lake City at this time seeking accommodations.

Saltair, Great Salt Lake.

Monday morning a Special Train will be run to Salt Lake, eighteen miles distant, giving an opportunity for a plunge in the great dead sea, which will be one of the most novel features of the tour. At Saltair is located one of the finest bathing pavilions on the continent. The waters of the Salt Lake are five times as salty as the ocean, and so dense that one can bathe with perfect safety.

Mr. Carlton C. Crane, Pacific Coast Agent of the New York Central Lines, through whom so many of the special advantages for the sojourn in California were secured, will meet the Special here and accompany the party to San Francisco.

If preferred, Monday afternoon may be spent visiting points of interest until 7.00 P.M., the time set for DEPARTURE, the Special leaving for OGDEN, an hour's run over the Rio Grande Western R. R., where supper has been arranged.

GOLDEN GATE.

In the evening, Monday, the Special will be transferred to the tracks of the Southern Pacific Railway, the schedule having been arranged so as to cross the Sage Brush Desert during the night, arriving at Reno, one of the thriftiest cities in Nevada, in the morning. Soon after leaving Reno we commence the ascent of the Cascade Mountains, an experience never to be forgotten. Past fir-clothed peaks, whose bold heads are lost in the clouds, and along mountain

SOUTHERN PACIFIC FERRY.

streams, that swirl and eddy madly beside the track, and then lost in some profound abyss. At Summit we are 7700 feet above the tide-water, arriving at Auburn, one of the most romantic and picturesque spots in the mountains. In the night passing through the valley of the Sacramento, where the orchards of olives and oranges sleep with every fruit and flower of the Mediterranean zone, through Sacramento, the Capital of the State.

In the morning the train sweeps into the outskirts of OAKLAND, and down the whole length of the mile-long pier to where the huge ferry awaits to carry you to the place of your hopes—the city built on a hundred hills, arriving at SAN FRANCISCO Wednesday morning.

San Francisco.

San Francisco has a population of over 300,000, and is one of the most interesting cities in America. It rests on the shores of San Francisco Bay, six miles from the Pacific Ocean, and while farther south than New York City, it is cooler in the month of July by 17 degrees; the evenings, in particular, are very cool, and members should dress accordingly.

San Francisco has, perhaps, the most extensive and complete cable system of any city in the world. Golden Gate Park, Ocean View, Sutro Heights, San Mateo, and many other points of interest are easily accessible from any

CLIFF HOUSE, SAN FRANCISCO.

part of the city by reason of the excellent service and system of transfers. Among the many attractions, members should not fail to visit the famous Cliff House, which commands a view of the seal rocks and the Golden Gate; Telegraph Hill, from which may be had a fine view of the city, San Francisco Bay and points of interest, not forgetting a trip to Chinatown, or to Mount Tamalpais, one of the most enjoyable excursions out of San Francisco, the views, revealed as the train winds up the mountain, are alone worth a trip to California. We will sojourn in San Francisco for seven days.

Hotel Headquarters.

Our hotel headquarters during the stay in San Francisco will be at The California Hotel, Bush Street, near Kearny. It is centrally located. Our rate is $1.00 to $1.75 per day, European Plan; or $2.50 to 3.25 per day, American

Plan. There are no alcove or dark bedrooms; all the rooms getting outside light and air. We have also made arrangements with the Hotel Oliver, centrally located and first class; the rates are $2.00 and $2.50 per day, American Plan. Board can be obtained in private homes at from

SCENE IN CHINATOWN.

$1.25 to $1.50 per day, or rooms on the European Plan from fifty to seventy-five cents per day. It will be necessary to advise before leaving New York City the class of accommodations desired.

TRIP TO LOS ANGELES AND LOWER CALIFORNIA.

Continuation of Tour A.

Early Wednesday morning, July 24th, members of Tour A will leave for the trip to Lower California, over the Southern Pacific Railway, arriving at 1 P.M. at

Monterey.

CHAUNCEY M. DEPEW on the occasion of his recent visit to California, in company with Cornelius Vanderbilt, said: "I visited Monterey and I call it the most beautiful place in the world. Monte Carlo cannot compare with it. Its seventeen mile drive is unparalleled for fineness."

HOTEL DEL MONTE is one of the most magnificent hotels on the continent, and the park and grounds surrounding have no equal on the coast. It cannot be fittingly described; you must see it for a life-time memory of a harmony that has no discord.

THE FAMOUS EIGHTEEN MILE DRIVE. The beauty of this drive has no counterpart and is the chief attraction of the Hotel Del Monte.

A beautiful white macadamized road, skirting the sea-coast most of the way, in view of the most novel sight of a large colony of sea lions, passing through Monterey, Pacific Grove, Cypress Point, dense forests of pine, cypress and oak and returning after about four hours of one of the most interesting drives in this or any other country.

SCENE IN SOUTHERN CALIFORNIA.

Leaving Del Monte at 12.30, Thursday, we proceed to

Los Angeles.

There is probably no city of equal size that is so thoroughly known throughout the United States as Los Angeles. Climate, soil and location have all contributed and aided this growth. Surrounded by hundreds of cultivated farms and beautiful suburban homes. It has first-class hotel accommodations and parks of great beauty. The streets are lined with palms and other evergreen trees, and with flowers which bloom throughout the year. It is backed by mountain landscape, and fifteen miles away lies the vista of the sea, dotted with the island peaks of Catalina.

Summer Climate.

Just what the medical world's opinion of Southern California's climate is, has been set forth in the following article by the author of "California of the South" on the subject of Summer Climate. "It is no exaggeration to say that Los Angeles, with its mountains fifteen miles north, and its sea-coast fifteen miles south is the most delightful summer resort in the United States. The average daily temperature in July on the Atlantic coast in the Northern States is 73°, but in Los Angeles, the average daily temperature for July is 68°. The days are made delightful by the ocean breeze, while the nights are cool, dry and refreshing."

For our party whose time is necessarily limited to a short stay in Los Angeles, a few of the most important points of interest, are suggested for a visit.

Short Trips Out of Los Angeles.

SOUTH PASADENA OSTRICH FARM. One of the leading places of interest to visitors. The largest Ostrich farm in America, containing over one hundred and fifty birds. Reached by Pasadena and Los Angeles Electric Railway, Southern Pacific, Santa Fé and Terminal Railways.

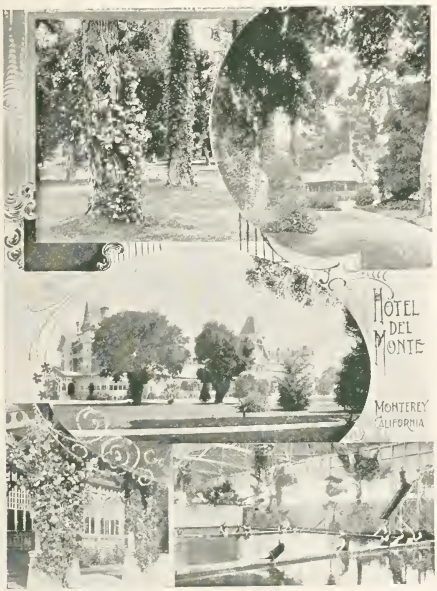
OSTRICH FARM, PASADENA.

PASADENA. The most fashionable and picturesque town out of Los Angeles. Beautiful drives, palatial homes, and the magnificent Hotel Green, reached by Pasadena and Los Angeles Electric Railway, Southern Pacific, Santa Fé and Terminal Railways. Fare, 25 cents.

MOUNT LOWE. One of the most delightful scenic trips in the world. The cars reach an altitude of 3500 feet. The Echo Mountain House and Alpine Tavern are reached by the Pasadena and Los Angeles Electric and Terminal Railways. Round trip rate $2.00.

SANTA CATALINA ISLAND. Twenty miles off the coast it rises, three hours and a half ride, a many peaked Mountain Cap, varying in width from half a mile to nine miles, and about thirty miles long. Avalon is the principal camping ground.

Three days in Lower California and our Special Train is again headed northward, proceeding by a different route, arriving at Sacramento at 5.30 P. M., Monday, July 29th.



HOTEL DEL MONTE.

Side Trips from San Francisco.

Numerous side trips can be made from San Francisco, including Monterey, Del Monte and Santa Cruz, and San Jose, which members of Tour B may wish to avail themselves of.

THE SPECIAL RETURNING

Via Shasta Route, Portland and Yellowstone Park.

Tours A and B.

As the desire to return via Portland and the Yellowstone seems to be so universal on the part of the members, arrangements have been made for the return of the Special that way.

Leaving Oakland, traveling slowly through the Sacramento Valley while we sleep, and arriving at Sisson at 7.30 A. M., allowing one hour for breakfast.

PASADENA, SOUTHERN CALIFORNIA.

Mount Shasta.

At Sissons the great view of Shasta breaks upon us in all its majesty, 14,440 feet it lifts itself in the region of perpetual snow.

From here the railway strikes across the SISKIYOU RANGE, first descending to and crossing the KLAMATH, the second largest stream in California, and not far north of Lamath we cross the line into Oregon and soon after dive into the long Siskiyou tunnel, arriving at Roseburg at 7.00 P. M. for supper, and at Portland 11 P. M., Tuesday.

Portland.

Human vision never rested on a fairer spot for a city—a plateau beside the Williamette. The climate is pleasant, and the scenery grand. Mount Hood, 11,225 feet high, a grand snow-capped peak, stands sentinel over the city. Headquarters will be at the Hotel Portland, by far the best hotel in the city, and perhaps equal to any on the coast.

Sail on the Columbia River.

Starting from Portland, a Special Steamer has been chartered for a sail up the Columbia River to Cascade Locks and return. The Columbia River is one of the most picturesque rivers in the world, and the sail arranged for, will be a most pleasant diversion after the long rail ride. A memory picture, which will last a lifetime. From the mouth of the Williamette a splendid view can be had of Mount Hood, Mount St. Helena, Mount Adams and Mount Ranier. The steamer passing Multnoham Falls, a slender veil of spray, falling 850 feet perpendicularly from the cliff above, the rocky walls of Cape Horn, Rooster Rock, and the wonderful Palisades. Leaving Portland in the morning trip will be extended to Cascade Locks and return. Returning in time for supper; breakfast to be served on steamer, all of which is included in ticket. Supper will be served at Hotel, where we spend the evening. Berths on Special ready for occupancy at any time, the train to leave Portland about 11.50 P. M., Wednesday, July 31st, over the Northern Pacific Railway (and we continue on this road until arrival at St. Paul, over 2000 miles, crossing the Rocky Mountains three different times). The Special Train is due at Tacoma 7.00 A. M., Thursday, August 1st.

Tacoma, Washington.

The "City of Destiny" is situated at the most convenient southern portion of PUGET SOUND. From Tacoma a glorious view may be had of the OLYMPIC MOUNTAINS

and of MOUNT RANIER, the grandest mountain in the United States. There are higher mountains than Mount Ranier, or Mount Tacoma (as the inhabitants of that city are pleased to call it), but not one other lone peak that rises so grandly alone from the level of the sea to such a

BIG TREES, CALIFORNIA.

height. It is covered with a complete robe of snow from the line of green foot-hills to the top, where the steam of a slumbering volcano hovers over its crown.

Headquarters at the spacious Hotel Tacoma, where breakfast has been arranged for. From the hotel a glorious view may be had of Puget Sound, and of Mount Ranier. Those who desire may spend the forenoon visiting points of interest in the city, taking the Special Train at 11.00 A. M., for Seattle, but those who wish may take the steamer trip across Puget Sound, leaving at 9.00 A. M., joining the Special again at Seattle.

Seattle, Washington.

Seattle is situated on the eastern boundary of Puget Sound. In 1888 the city was almost entirely destroyed by fire, but no sooner were the ashes cold than its enterprising

MT. ADAMS ON NORTHERN PACIFIC RAILWAY.

citizens commenced to rebuild stronger and better. The city is situated on a rising slope, commanding a most charming view of the Sound and the snow-capped Olympic Mountains.

ENTRANCE TO ROCKY CAÑON, NEAR BOZEMAN ON NORTHERN PACIFIC RY.

One of the treats is a Trolley Car ride around the city and Steamer ride on Lake Washington; one of the most picturesque bodies of water in the world.

Dining-Car Service.

At Seattle the Northern Pacific will attach dining-car to the train, in which all meals will be served as far as St. Paul, with the exception of those mentioned.

LICK OBSERVATORY, CALIFORNIA.

The return trip of the tour really commences at Seattle and the schedule has been arranged so as to cross the mountains by daylight.

Leaving Seattle Thursday afternoon, August 1st, crossing the summit, of the Cascade Mountains with the great forests before dark; in the morning, at 8 o'clock, arrive at Spokane Falls.

Spokane, Washington.

Spokane City is the gateway to Eastern Washington and Oregon, and is one of the prettiest cities in the north

west. The Falls of Spokane are in the heart of the city. After breakfast at the beautiful HOTEL SPOKANE, it is hoped that we will have sufficient time to make a short tour of the city before departure at 9.08 A.M.

After leaving Spokane, we pass through the VALLEY OF

THE FALLEN MONARCH, SOUTHERN CALIFORNIA.

THE CLARK'S FORK on the Columbia River, the Special Train crossing the Idaho Line, where the mountains lift themselves toward the very skies, passing a succession of rocky cliffs, Cabinet Gorge and Thompson Falls. The region all through the northern part of Idaho, which we

cross, is one of wild, rugged grandeur, continuing along the banks of the pale-green, ever beautiful Clark's Fork until we reach the MISSION RANGE, arriving in Missoula in the evening, which is often spoken of as the prettiest town in Montana; and the man who will dispute it is

MT. SHASTA.

brave indeed. It is delightfully located at the mouth of HELL GATE CAÑON at the foot of the Bitter Root Valley, hemmed in by a cordon of mountains. At 9.00 o'clock P. M., arriving in Butte, a typical western town, taking two hours in what is their middle of the day.

Crossing the Rocky Mountains.

The crossing of a mountain range while in a train is always interesting. An additional locomotive is necessary; and on the curves the two locomotives can often be seen through the windows of the cars as they slowly climb the mountains. Now some high peak seems directly ahead;

POINT LOOKOUT FROM BELOW.

soon it is far in the rear, and, perhaps, in a few moments, looms up on the other side. It all comes from the ever changing position of the train as it slowly draws near the sky-line.

Continuing from Butte, the train passes through the valley of the cañon of the Hell Gate River, along many fine ranches, set down in the midst of the most charming

scenery. Magnificent cliffs, grand forests, tremendous peaks, sweep past in panoramic style, as the train wends its way up the gorge in the very depths of the mountains, crossing the main ROCKIES at MULLEN TUNNEL before dark.

LAKE FOND D'OREILLE, IDAHO, ON THE N. P. R. R.

Livingston is reached about 5.00 A.M., breakfast having been arranged for at the Hotel Albemarle.

EAGLE PASS AND YELLOWSTONE RIVER, ON THE N. P. R. R.

To Yellowstone Park.

From Livingston the trip is made to Yellowstone Park. Special Train leaving Livingston, 7.00 A.M., due south.

The Park tour may really be said to commence at Livingston. The fifty-one mile ride on the train up the Yellowstone Valley to Cinnebar is a glorious prelude to what follows.

Soon after leaving Livingston the train passes through the Gate of the Mountains into Paradise Valley, here the peaks rise to great heights, the grandest of them is Emigrant Peak, 10,629 feet above the sea.

MAMMOTH HOT SPRINGS HOTEL.

It is now generally conceded that no spot in the world of the same size compares with the Yellowstone Park in the variety and wonder of its scenic and physical phenomena.

STAGE AT LIBERTY CAP.

Space will only permit mentioning the wonders to be seen during the six and a half days which will be spent here.

Transportation in the Park.

The stages used in the Park are all new and easy riding, and the drivers are competent and courteous.

Baggage.

For one trunk between Cinnebar and Mammoth Hot Springs, fifty cents ; valises, grips, etc., carried free.

Mammoth Hot Springs.

From Cinnebar, where we leave our train, to Mammoth Hot Springs, the ride is over an excellent road. One of the

pleasant features of the Park Tour is the roads, with their lovely vistas, graceful curves, strong bridges and unusually good road-bed.

After a ride of several miles through the south, the road turns abruptly to the east; first the Mammoth Hot Springs Hotel is seen, and, an instant after, there breaks upon the eye a strange and most fascinating sight. It is the gorgeously arrayed cliffs of the Mammoth Hot Springs. Ample time will be allowed to inspect all the natural wonders.

From Mammoth Hot Springs to Lower Geyser Basin.

From the time of leaving the hotel we are climbing until Swan Lake Valley is reached, 1000 feet above the hotel plateau. The road through Golden Gate is a winding curiosity. At the western end of the cañon Swan Valley and Lake spread out before us. Beaver Lake and Obsidian Cliff, especially the latter, are among the interesting points in this part of the Park.

As Norris Geyser basin is neared, the Hot Springs and geyser-like character of the country is manifest.

Ascending the little wooded divide, the Gibbon Mead-

"THE BEARS" AT FOUNTAIN HOTEL.

ows or Elk Park bursts upon the vision, followed by the rugged Gibbon Cañon.

From Gibbon Cañon the road ascends and winds through a park region.

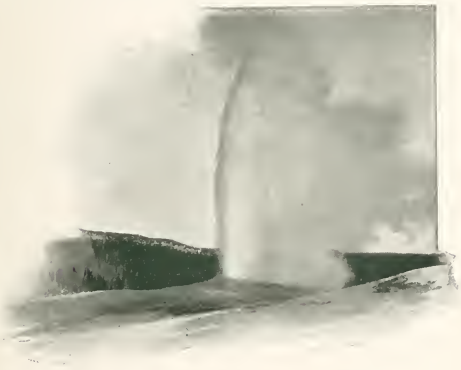
After the day's ride, it is a pleasure to find rest at the large, roomy Fountain House, located at Lower Geyser Basin, where our party will remain Sunday.

In the evening the sight from the hotel, over the wide expanse of plain and mountain is one of peace, content, serenity, unless, perchance, a geyser breaks the quiet monotony.

From Lower Geyser Basin to Upper Geyser Basin.

It is ten miles between the two geyser basins. The drive is an intensely interesting one, winding through the enchanting valley of the Fire Hole River, through grassy mead and piney arcades. The greatest geyser in the world, and the most entrancing spot of this wonderland to many, is soon reached.

If there ever was a place where the powers of the subterranean world have a chance to give full play to their



OLD FAITHFUL GEYSER.

effervescence, and show forth their powers of gymnasticism, it is in the Upper Basin.

The peculiar features of this place are well known. Old Faithful and Giantess, Lyon and Lyoness, the Castle, Oblong, Splendid, Bee Hive, Groto, etc., are almost household words.

Lower Geyser Basin to Yellowstone Lake.

One of the most enjoyable experiences in the entire round of pleasure is the ride from the Geyser Basin to the Yellowstone Lake

It winds first through the lovely of the Upper Fire Hole, and then twists and crawls through the wild and narrow cañyon of Spring Creek. The road gradually ascends through narrow defiles, around abrupt mountain sides, heading tangled ravines, until the summit of Continental Divide is reached.

The latter part of the drive to the lake is through luxuriant park country, teeming with delicious bits of scenery.

At Shoshone Point, where Shoshone Lake is visible, the view is one never to be forgotten ; far away in the distance a glimpse of the sleeping lake is had, deep down among the

mountains, mantled with luxuriant foliage which covers the face of nature everywhere hereabouts.

From the tongue of mountain around which the road runs the prospect is an extended one. Mountains rise on every hand. When near the West Arm, the thumb of the wonderful lake we are soon to see, the road winds high above a region of parks and dells, and little lakes, simply entrancing in its loveliness.

Yellowstone Lake.

The lake lies more than a mile above the sea, being 7741 feet above tide-water.

Falls and Grand Cañon of the Yellowstone.

Leaving the Lake Hotel Tuesday morning we proceed to Yellowstone Falls and the Grand Cañon of the Yellowstone. We pass on our way a wonderful object known as the Mud Volcano. The road follows the west bank of the river nearly all the way, and affords many delightful views. The scenery for the greater part of the distance is the most picturesque of any in the park.

The Yellowstone Falls are two in number. At the head of the upper falls the river has a width of about 80 feet and the water plunges over a shelf between walls that are from 200 to 300 feet in height, upon a partially submerged reef, 109 feet below. Half a mile below this fall is the lower, or Great Fall, which is grander and more impressive than the other, though not more picturesque. Here the waters pour into the fearful abyss of the Grand Cañon. The sheer descent being 308 feet.

The Cañon is considered by many the greatest of the park marvel. The height of the plateau at the falls is 7800.

From the Grand Cañon to Mammoth Hot Springs.

From the Grand Cañon of the Yellowstone, a road extends directly west to Norris Geyser Basin; the latter part of the way is beside the Upper Gibbon River.

From the Norris Geyser Basin Hotel, where we lunch, we proceed to Mammoth Hot Springs, arriving at the latter point Tuesday afternoon, August 8th. After dinner at the Mammoth Hot Springs Hotel, stage will be taken to Cinnebar, where our Special Pullman Cars will again be brought into service for the trip homeward.

THE TERRACES, MAMMOTH HOT SPRINGS.

TIME SCHEDULE OF THE PARK.

Tour A.

FRIDAY.—Leave Livingston 8.00 A.M., arrive Cinnebar 10.00 A.M.; leave Cinnebar 10.30 A.M., arrive Mammoth Hot Springs Hotel 12.00 noon, taking lunch, dinner and lodging.

SATURDAY.—Breakfast. Leave Mammoth Hot Springs 8.00 A.M., arriving Norris at noon for lunch; leaving at 1.30 P.M., and arriving at Fountain Hotel, Lower Geyser Basin, at 5.30 P.M. for dinner and lodging.

SUNDAY.—To be spent at Fountain Hotel.

MONDAY.—Breakfast at Fountain. Leave for Midway and Upper Geyser Basin at 8.00 A.M.; lunch at Upper Geyser Basin; dinner and lodging at Fountain Hotel.

TUESDAY.—Breakfast at Fountain. Leave for West Arm of Yellowstone Lake at 7.00 A.M.; lunch. Leave the West Arm after lunch for Yellowstone Lake Hotel at Lake outlet, arriving at that point for dinner.

WEDNESDAY.—Breakfast at Yellowstone Lake. Leave for Grand Cañon 9.30 A.M.; arriving Grand Cañon 12.30 P.M.; lunch, dinner and lodging.

THURSDAY.—Breakfast. Leave Grand Cañon 10.00 A.M.; arrive Norris 12.30 P.M.; lunch. Leave Norris 1.30 P.M.; arriving Mammoth Hot Springs 4.30 P.M.; dinner. Arrive Cinnebar 8.00 P.M., where the Special Train and crew have been in waiting.

Valley of the Yellowstone.

Leaving Livingston, the train follows the river bearing the same name for three hundred and forty miles, and, within that distance, crossing it three times. In the afternoon we pass through the greater part of the so-called

"Bad Lands of Dakota."

Cliffs are seen at intervals and at Glendive they appear in striking boldness. Soon after crossing the State line into North Dakota, before reaching Mendora, a number of prairie dog villages may be seen near the track.

We pass through the Bad Lands of North Dakota, crossing the greatest prairie in the west; along the Red River Valley, arriving at Fargo in the morning, then through the Lake regions of Minnesota, arriving at Minneapolis, stopping at Nicollet Hotel for meals. Tour A spends Sunday at Minneapolis.

Spending the day at Minneapolis, and arriving in Chicago the following morning. Allowing several hours in Chicago. Leaving Chicago in the afternoon, arriving at Niagara Falls the following morning.

The forenoon will be spent at Niagara Falls, Special continuing down to Buffalo after lunch, where two days will be spent visiting the Buffalo Exposition, all of which is included in the ticket.

The Electric Tower, 409 feet high, will be the center piece of the Exposition. The beauty of this Tower is beyond description. The entire exterior is of richly moulded work and many costly groups of sculpture will adorn it at salient points. It will stand in a broad basin and from a

ELECTRIC TOWER—PAN-AMERICAN EXPOSITION.

niche in its southern face will gush a cascade 30 feet wide and 70 feet high. The illumination of this Tower at night with 40,000 incandescent lamps and 100 searchlights will be particularly beautiful and wonderful.

Special Train leaving Buffalo Wednesday night, arriving New York the following morning. Members living at State points west of Albany, can remain over night, taking regular morning train. Members can also remain at Buffalo, at their own expense, a longer time if desired.

Cost of Tours.

TOUR A.—Time 38 Days. 6 Days in the Yellowstone.

1. Calling for one double berth in Pullman Palace Sleeper, and entire Tour..... $256
2. Calling for one-half berth in Pullman Palace Sleeper, and entire Tour..... $231
3. Calling for one double berth in Pullman Tourist Sleeper, and entire Tour..... $236

The above rates include all Railroad Tickets, Pullman Accommodations, two meals a day while riding in the cars, (which is all that ordinary persons need), and the following SIDE TRIPS: The ascent of Pike's Peak and through the Garden of the Gods at Manitou Springs; to Great Salt Lake, from Salt Lake City; to Hotel Del Monte; up Columbia River by steamer; tour of Yellowstone National Park, Also two admissions to the Pan-American Exposition at Buffalo. Lunch will be secured for those who desire a third meal at a small additional cost. Where stops are made for sight-seeing, three meals will be furnished at first-class hotels. Special rates will be furnished on application to those who desire to furnish their own meals, and thus make the trip as inexpensive as possible. Meals will be furnished at dining stations, hotels en route, and in dining cars.

TOUR B—32 Days.

IS THE SAME AS TOUR A, with the sole exception of a SINGLE DAY in the Yellowstone National Park, instead of the six-and-a-half-day Tour. The party will spend Saturday, August 3d, in the Park, with dinner and supper at the Mammoth Hot Springs Hotel. The party will return to Cinnibar that evening, and then start upon the return trip stopping at Billings, Mont., for the Sunday, and then continuing on as above outlined in Tour A.

1. Calling for one double berth in Pullman Palace Sleeper, and entire Tour..... $203
2. Calling for one-half berth in Pullman Palace Sleeper, and entire Tour..... $178
3. Calling for one double berth in Pullman Tourist Sleeper, and entire Tour..... $173

The above rates include all Railroad Tickets, Pullman Accommodations, two meals a day while riding in cars, three in places where extended stops are made, and the following SIDE TRIPS: The ascent of Pike's Peak, the drive through the Garden of the Gods; to Great Salt Lake, to Hotel Del Monte, up the Columbia River, and to Mammoth Hot Springs, including dinner and supper at Mammoth Hot Springs Hotel; also two admissions to the Pan-American Exposition at Buffalo.

TOUR C.

Many who go on our official excursion will want to remain for a longer time in California, so we have arranged this Tour. From New York to San Francisco, with all the privileges of Tour A, Pullman Cars, stop-overs, side trips and meals. On the return trip, railroad ticket only will be furnished, which will be good on any regular train, with such stop-overs as may be allowed, by direct routes to New York until August 31, 1901. Returning by way of Portland, Tacoma and Seattle, will cost Nine Dollars more.

Rates for Tour C.

1. Calling for one double berth in Pullman Palace Car to San Francisco, meals and side trips to California only, and return railroad fare to New York $128

2. Calling for one-half berth in Pullman Palace Car, with privileges as mentioned above..... $116

Tourist Cars will be furnished for this Tour if there are sufficient applications.

RATES FROM PRINCIPAL STATE POINTS TOURS A, B and C.

To ascertain rates from following State points, make deduction from the rate shown for each Tour, as follows:

Albany	deduct	$1.50
Utica.....	"	2.80
Syracuse.....	"	3.85
Rochester.....	"	5.45
Buffalo.....	"	6.50

For a small extra cost berths can be secured in handsome private Drawing Rooms or State Rooms in the Palace Cars. A difference of Six Dollars will be made between lower and upper berths, a lower berth costing Three Dollars more than the above rate, and an upper berth Three Dollars less.

Where two are traveling together it is better to take a Section (upper and lower berth).

ACCOMMODATIONS AT SAN FRANCISCO NOT INCLUDED IN ANY OF THE ABOVE TOURS, but will be provided at our hotel for all those who desire them. AN EARLY REGISTRATION IS URGED. Before any person is booked for any of the Tours, an advance payment of Ten Dollars on account is required; which can be withdrawn, if desired, any time before June 30th, when the full payment is due and must be paid, in order to hold the berth. Any further information desired will be furnished by addressing

E. L. THORPE,
Manager,
158 Summit St.,
Brooklyn.

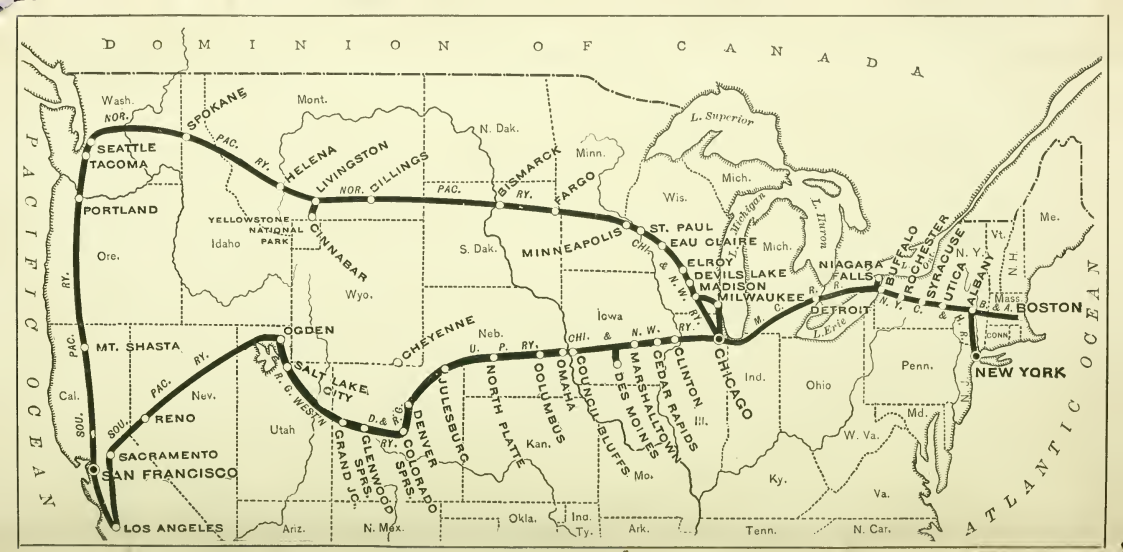
MAP OF THE YELLOWSTONE NATIONAL PARK.
REFERENCES. Stage Roads. Trails. Wagon " Geyser Formation.
SCALE
10 Miles.
MONTANA
WYOMING
IDAHO
GALLATIN RANGE
ROCKY MTN. DIVIDE
YELLOWSTONE RIDGE
ELEPHANTS BACK
CONTINENTAL DIVIDE
SPECIMEN RIDGE
YELLOWSTONE LAKE
SOUTH FINGER
SOUTH EAST FINGER
SIGNAL HILLS
RED MTN. RANGE
ELECTRIC 11,125 PK.
SEPULCHRE MT.
MT. EVERTS 7600
QUADRANT MT.
ANTLER PK.
MT. HOLMES 10,578
PROSPECT PK.
FOLSOM PK. 9,300
STORM PK. 10,000
BISON PK.
DRUID PK.
MT. NORRIS
AMETHYST MTN.
BISON SUMMIT
MT. WASHBURN 10340
DUNRAVEN PK.
HEDGES PK.
GIBBON HILL
MT. SCHURZ
ELK PARK
TWIN BUTTES
BEAR PARK
SHOSHONE GEYSER BASIN
SULPHUR HILLS
PELLICAN CONE
PYRAMID PK. 10,300
CATHEDRAL PK.
MT. CHITTENDEN 10,600
LAKE BUTTE
AVALANCHE PK.
MT. DOANE 10,713
MT. STEVENSON
MT. HUMPHREYS
MT. TURRET 11142
FLAT MT. 9200
MT. SHERIDAN 10,385
BARLOW PK.
MT. HANCOCK
MAP OF THE YELLOWSTONE NATIONAL PARK AND SURROUNDING COUNTRY.
Helena
Bozeman
Chicory
Sphinx
Clark's Fk.
Hotel
YELLOWSTONE NAT. PARK
MONTANA
WYO.
IDAHO

The New York Central
Will Take You in Either Direction Between
New York and Niagara Falls in 9 Hours;
Between Buffalo and Niagara Falls in 40 Minutes!
40 Trains Per Day.

VIEW FROM PROSPECT POINT, NIAGARA FALLS—ON THE NEW YORK CENTRAL.

The first effect—the enduring one—of the tremendous spectacle of Niagara was peace. Peace of mind, tranquility, calm recollections of the dead, great thoughts of eternal rest and happiness; nothing of gloom or terror. Niagara was at once stamped upon my heart, an image of beauty, to remain there changeless and indelibly until its pulse cease to beat forever.

—*Charles Dickens.*


DOMINION OF CANADA
PACIFIC OCEAN
ATLANTIC OCEAN
Wash.
Mont.
N. Dak.
Minn.
Wis.
Mich.
L. Superior
L. Michigan
L. Huron
L. Erie
Ore.
Idaho
Wyo.
S. Dak.
Iowa
Neb.
Ind.
Ohio
Penn.
Md.
W. Va.
Va.
Ky.
Tenn.
N. Car.
Ark.
Mo.
Kan.
Okla.
Ind. Ty.
N. Mex.
Ariz.
Utah
Nev.
Cal.
Me.
Vt.
N. H.
Mass.
N. Y.
N. J.
Ont.
SEATTLE
TACOMA
PORTLAND
SPOKANE
HELENA
LIVINGSTON
BILLINGS
CINNABAR
YELLOWSTONE NATIONAL PARK
BISMARCK
FARGO
MINNEAPOLIS
ST. PAUL
EAU CLAIRE
ELROY
DEVILS LAKE
MADISON
MILWAUKEE
CHICAGO
CLINTON
CEDAR RAPIDS
MARSHALLTOWN
DES MOINES
COUNCIL BLUFFS
OMAHA
COLUMBUS
NORTH PLATTE
JULESBURG
DENVER
COLORADO SPRS.
GLENWOOD SPRS.
GRAND JC.
SALT LAKE CITY
OGDEN
CHEYENNE
MT. SHASTA
RENO
SACRAMENTO
SAN FRANCISCO
LOS ANGELES
NIAGARA FALLS
DETROIT
BUFFALO
ROCHESTER
SYRACUSE
UTICA
ALBANY
BOSTON
NEW YORK
NOR. PAC. RY.
SOU. PAC. RY.
CHI. & N. W. RY.
U. P. RY.
D. & R. G. RY.
R. G. WEST'N
M. C. R. R.
N. Y. C. & H. R. R.
B. & A.
CONN.

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They relate specifically to the great resorts of America —to trips to the islands of the sea and around the world —giving a mass of useful information regarding the time required for a journey, its cost, and other particulars not easily obtained elsewhere.

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No. 4—Suburban Homes North of the Harlem River.
No. 5—America's Winter Resorts.
No. 6—The Adirondack Mountains.
No. 7—Three Ways to Go to New York.
No. 8—Two to Fifteen Days' Pleasure Tours.
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No. 26—American Railroads.
No. 27—Our Railroads and our Canals
No. 28—A New Map of Asia and the Chinese Empire.
To be published about May 1st.
No. 29—Model Time Table Folder—Westward.
No. 30—Model Time Table Folder—Eastward.
No. 31—Seen from the Train.
To be published about July 15th.
No. 32—Sailings of Ocean Steamships.
No. 33—Center of the First City of the World.
To be published about August 15th.
No. 34—To Ottawa, Ontario, via Rideau Lakes.
To be published about May 1st.
No. 35—Historical Pilgrimages.
Will be out about May 1st

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